

Option 2: Light DMU via East Pleasanton and Dougherty Valley

Option 2 is also a Light DMU alternative and for much of its route is identical to Option 1. The intent of Option 2 is to provide an alternative to the use of the Iron Horse Trail corridor, which has been opposed by communities in the past.



From Tracy through Livermore, the route is the same as Option 1. Instead of following the abandoned SP right-of-way through Pleasanton, however, the line makes a sharp turn just east of Valley Road, traveling due north through the gravel pits to I-580. This alignment is different from the “El Charro” alignment studied in Phase 1 in that it serves a significant potential new development site in East Pleasanton for which the city has begun a specific plan process. It also differs from the Phase 1 alignment in that it runs along the north edge of I-580 rather than in the median. There are five key reasons for this alignment:

- It allows for two new stations to serve proposed and existing development in Dublin
- It is less expensive than the median alignment
- It allows for better Transit Oriented Development potential than freeway median stations



Options 1, 2 and 3 use the east edge of I-680 to go from Bishop Ranch to Walnut Creek.

- It allows for a significantly less costly intermodal station at Dublin/Pleasanton BART, though it does not allow for a cross-platform connection
- It allows service to continue north to Bishop Ranch and Walnut Creek

From the BART station, the alignment uses a short stretch of the Iron Horse Trail corridor along Camp Parks then banks north along the Dougherty Road corridor, where sufficient right-of-way allows for service all the way into the Dougherty Valley. The line then uses the extra-wide median on Bollinger Canyon Road that is reserved for future transit use. In order to avoid the steep grade east of Alcosta, a bored tunnel would provide a connection under the Canyon Lakes golf course direct into the Bishop Ranch Transit Center.

From Bishop Ranch, the line continues as in Option 1 to Walnut Creek.

Because of its loop into the Dougherty Valley, Option 2 is somewhat longer than Option 1 at 56 miles, and one-way running time is estimated at approximately 96 minutes.

It is possible to swap out portions of the Option 1 and 2 alignments with one another, as well as run shorter versions. For example, a hybrid option could include a line from Livermore to Dublin/Pleasanton using the East Pleasanton alignment, then to Bishop Ranch using the Iron Horse Trail.



Along Stanley Blvd., there is plenty of right of way for existing freight and new light DMU.

Option 3: Heavy DMU via East Pleasanton and Iron Horse Trail

Option 3 is a Heavy DMU alternative, meaning that it can share tracks with operating freight railroads. It makes significant use of tracks owned by UP. Starting at a new I-205/I-5 Park & Ride intercept station at Kasson Road east of Tracy, Option 3 follows the same route as ACE between Tracy and East Pleasanton, with one significant difference: in order to accommodate ACE, freight trains and new high-frequency tBART service, Option 3 double-tracks existing rail in Tracy and Livermore and it restores tracks to the abandoned SP line over Altamont Pass, allowing the existing UP and the old SP to act as a one-way pair. Connecting the two facilities requires a short length of new track just west of I-580 in Tracy.



In Pleasanton, Option 3 follows the same route as Option 2, through East Pleasanton and the Dougherty Valley into Bishop Ranch, and along the east edge of I-680 into Walnut Creek. Due to their mass and stopping distance, Heavy DMU trains are not advisable on city streets, and must therefore reach the Walnut Creek BART station directly from the freeway right-of-way rather than California Boulevard.

Option 3 has 19 stations, 6 fewer than the Light DMU Options 1 and 2. This is because there are fewer possible station stops on this alignment, particularly because it cannot flow in mixed traffic through downtown Walnut Creek. The total length of the alignment is 54 miles. The one-way running time is approximately 88 minutes.



The Schuylkill River Trail near Philadelphia is one of many use trails to share “rail” with “trail.” Photo courtesy of The Rails to Trails Conservancy.

Option 4: BART to Greenville and Bus Rapid Transit



Option 4 is a hybrid alignment of the two-station BART extension along I-580 recommended by the Phase I Project Advisory Committee, combined with Bus Rapid Transit (BRT) connecting over the Altamont Pass to Tracy in the east, and along I-680 to the Walnut Creek BART station in the north.

From Tracy, the BRT alignment begins in downtown and travels on regular city streets including 6th Street and Corral Hollow Road to an expanded Park & Ride lot at Grant Line Road and I-205. From the Park & Ride, a new reversible HOV lane is constructed along Grant Line Road and Altamont Pass Road all the way over the pass to BART's proposed Greenville station in Livermore. The HOV lane would be shared with regular carpools, and would operate westbound in the morning and eastbound in the evening. In the non-peak direction, the BRT vehicles would use I-580. There will be four stations along this route, with a 26-minute one-way running time.



In Walnut Creek, options 1, 2 and 4 use California Boulevard to reach the BART station, with three stops along the way.

From Dublin/Pleasanton BART station, another BRT extension would travel via Owens Drive, Hopyard Road and I-580, to extended carpool lanes on I-680 that are already programmed by Contra Costa County. Signal prioritization would be provided on Pleasanton streets, but a dedicated right-of-way is not cost effective through the I-580/I-680 interchange.

Figure 2-6
Key Statistics

	Option 1 Light DMU via Iron Horse Trail & I-680	Option 2 Light DMU via Dougherty Valley & I-680	Option 3 Heavy DMU via Iron Horse Trail & I-680	Option 4 I-580 BART Extension + Bus Rapid Transit
Route Miles	52	56	54	12 BART 46 BRT
Stations	25	25	19	2 BART 12 BRT
Frequency	15-20 min	15-20 min	15-20 min	15-20 min
Vehicle Fleet	32	34	31	22 buses 24 BART

New direct ramps would connect the I-680 HOV lanes to the Chevron complex parking lot at Bishop Ranch, allowing BRT vehicles to avoid congested Bollinger Canyon Road. From Chevron, the route follows Camino Ramon, using queue-jump lanes and signal prioritization to minimize any potential delay. As in options 1-3, the route then follows Fostoria to new direct ramps back to the I-680 HOV lanes. In Walnut Creek, a drop-ramp provides a direct connection to Newell, and dedicated right-of-way along California Boulevard allows an efficient connection to the Walnut Creek BART station. This route differs from the CCTA option in that it provides three stops in Bishop Ranch and four in Walnut Creek to better serve these major destinations.

There will be a total of eight stations in this segment, with a one way running time of 30.5 minutes.